Four Hundred Cars In One Party Through El Paso

Will Cross the Continent to San Francisco Fair In 1915

Tour Will Start From New York and Will Come Into El Paso From New Orleans, Going West Over Borderland Route-Commissary Trucks to Be Feature, so Camps Can Be Made En Route.

Plans for the transcontinental tour of several hundred motorists through El Paso to the San Francisco fair in 1915. Four hundred cars are expected to be in the party.

J. W. Morgan, known as "Senator" Morgan, when in Detroit during last week, revealed to friends a few of his plans for the transcontinental automobile caravan to cross America in the fall of 1915, for the Panama-Pacific Exposition. The trip will be one of pure pleasure without competition, but with rules much like those of tha Lindhan-Pacific tour in which Mr. Morgan was a participant.

Side trips for sight seeing will be made and from four to five weeks will.

was a participant.
Side trips for sight seeing will be made and from four to five weeks will be consumed in the journey. Mr. Morgan intends that this run shall be purey for private owners and that all shall

injoy the journey.

The proposed route carries the toursts frem New York through Albany. Buffale and Erie to Cleveland, thence with to Clacimanti and instead of a central coute, the caravan will then start farther south. New Grieans will the reached by the most avaliable rouse, whence the tourists will travel westward through Louisiana, Texas, by way

The journey being made during the latter portion of the year will be more comfortable than was the case with the late Indiana trip.

Many Body Changes Noted In 1914 -:|:- -:|:- -:|:- -:|:-New Cars Without Fancy Furbelows

W ITH the approach of the Na- | for information concerning the prodheld in the Grand Central Pal-

held in the Grand Central Palace, New York, during the week of January 3-16, automobilists are again looking forward with interest to the exhibits, many of which will be entirely new to the public.

Mechanical improvements of many sorts have been added to the 1914 cars, and these, together with the wide variety of bodies which car manufacturers are offering on their new types, undoubtedly will be the features which will attract the motorists' attention at the show.

Charles E. Durvea, a technical expert, who has been identified with the automobile industry since its inception, has made a brief forecast of what the makers will offer in body improvements for next season. Says Mr. Duryea:

Mr. Duryea;

"Only a few years ago the automobile was a single shape and style vehicle. A car had to be red and have a rear door or it was not admitted in society circles. As the motor car became more widely used it was fitted with bodies adapted to daily use, and the process has been going forward ever since.

"To many motor car users the body

Attention to Bedies.

"To many motor car users the body is the whole thing. This they see, ride in, talk shout and enjoy. The faithful engine that pulsates under the hood may be more necessary to their enjoyment than the body, but being out of sight it is out of mind. This year bodies are being given more attention than ever. Inside and out, fure and aft top and bottom, the body is being studied and bettered.

"Perhaps it is only a line changed or a shade of color has been modified. Maybe a little of the width at the seats has been added to the dash or the curves have been made more graceful. The balf top of last year

for information concerning the product of the coming year must be prepared to see infinite pains taken with details. Thus, only can superior goods be built up. Motor cars for 1914 are simply a step forward over all that hes gone before. They must be seen side by side in order that their comparative beauties may be fully grasped and appreciated.

Bash Disappears.

"In general bodies have been rounded out until there is hardly a corner or projection in sight on the outside, yet there is not the freakish boat or fish shape commonly supposed to represent stream lines. The dash has practically disappeared so far as the outside is concerned. There is, of course, a break at the junction of the hood with the cond, but the tendency is to obliterate this and present a smooth surface to the air as the vehicle speeds on its way. The body sides and doors have been brought up till even the seats are not prominent and the sides of the body form an almost straight line the full length of the body.

"The hinges and locks are of the concealed variety, and even the vacuum once formed at the rear has been largely relieved by filling this space with an extended rear end in which tires and supplies are carried. No longer does the tire at the side suggest tire trouble, nor does it interfered with ingress and egress. It interfered with stream lines and is much better out of sight at the back.

interfered with stream lines and is much better out of sight at the back. "Pans underneath and tops over-head all fall into this general scheme head all fall into this general scheme of smooth, rounded beauty. Harmonizing with them is the finish. Quiet colors on beautifully smoothed surfaces brought out with just a touch of nickel seems to be the thing nowndays. No longer does the gaudy brass, prominent at every joint, offend both the eye and the sense of fitness. Nickel is practically noncorrosive and, with a white finish to the parts that must be made with a metal finish, is not only more beautiful, but easily kept so. The general effect in motor cars is to combine heauty, taste, service, speed and seais has been added to the dash or the curves have been made more graceful. The half top of last year has become the full top of this. The crude protection from the weather of other years has become the finished product of this. The quick detachable or folding curtains form a noticeable contrast to the separate and detached ones of the past, when one got wet trying to get up his curtain that he might keep dry.

"It may be that most of these things are only details, but perfection is made up of details, and the necker

Driving From the Left Side

Some Arguments in Favor of the New Methods of Controling a Car; Arguments of One Who Favors It; His Reasons Why.

of moment for many months. The cars with right and left drives are about equally divided now. Many advocates declare the new left side drive is all wrong; many who have cars with the left side drive declare they would have no other. Below in given the argument of the left hand drive disciple:
"If, in the early days of automobile

"If, in the early days of automobile building, the majority of makers had designed their cars with left hand control, they undoubtedly would have been accepted without comment, and right hand drive would never have been popular, but all followed the custom common with the horse drawn vehicle. The driver's seat was located to the right, almost without exception.

"Learning to drive a car in this position, and not being offered a better control for some years at least, it maturally followed that the right hand drive came to be considered the best, and, in fact, at that period of promiscuous driving previous to the strict regulation of traffic in our cities, either side was about equally satisfactory. Being used to sliting on the right hand side, it was only natural that the automobile driver should prefer to continue that custom, even after the traffic regulations made it most convenient.

"As soon as the law in most cities

ter the traffic regulations made it most convenient.

"Ss soon as the law in most cities prescribed that all vehicles keep strictly to the right, turn square corners and stop on the right hand side of the street, the need of something different in the way of control was felt. Nearly everyone has experienced the disagreeable condition of stopping at the right hand curb, possibly in the rain, and having to get out on the left in the rain and mud. At such times the disadvantage of the old style control was forced home.

"It has been held as an argument "It has been held as an argument that it would be dangerous to sit on the left, as one could not see to stop at the curb or to cut in close to a country ditch in passing an approaching vehicle. Previous to traffic regulations, no difficulty was experienced

INTERNATIONAL.



HETHER the right or left in driving up to the left curb, nor hand drive on an sutomobile is best has been a question moment for many months. The when paising a venicle going in the same direction in the country. And how much more safe it is to be on the left hand side of your car and be able to see around the fehicle to be passed when one is forced over on the left side of the road. The entire responsibility rests with the driver of the car about to pass the one ahead and going the same way, so he certainly needs the clearest vision he can get.

"In meeting another vehicle, both drivers face each other and naturally can pass with greater safety and a surety of not crowding. The danger always lies more with the vehicle to be passed than from the side of the road.

"Again, perhaps the most difficult

"Again, perhaps the most difficult

"Again, perhaps the most difficult condition in driving is the making of a left hand turn in heavy traffic. To make a right band turn, one has only to edge over toward the curb and whip around the corner when the cross street is reached. But a turn the other way is altogether different. There is probably a stream of traffic going in the opposite direction on the other side of the street, and cars coming up behind which immediately try to pass to the left the moment one slows down to make a left turn. How simple it becomes when sitting on the left hand side of the car; one can glance back to note the conditions behind and signal both those in the rear as well as those approaching, making the turn without danger and without less of time. By working in close to the curb, no one can crowd past when making a right hand turn, but crowding is always a possibility when turning to the left.

"It has been stated that the driver on the left.

"It has been stated that the driver on the left cannot open the tonneau door, and this is true with a closed car if the windows back of the driver are closed, but usually the driver of a limousine sits alone and he can easily limousine sits alone and he can easily slide over and open the door, while with an open body it is really easieg to reach the right hand tonneau doof from the left seat by reaching over the seat hack than when sitting on the slide toward the curb.

"To sum up, the chief advantages of the left hand drive are:

"First. The occupant of the front seat can step out on the curb or the street, as he may elect.

"Second. Better position in turning in traffic.

"Third. Driver can see ahead when passing a vihicle going in the same

passing a vihicle going in the same direction.

Phone W47. I P. Molie Party recting and passing a vehicle."

RICH PRIZES LURE

Youth of Country Eager to Win For-tunes by Daring Death at the Wheel —Speed Game is Exciting. Despite the dangers attached to the

Despite the dangers attached to the career of an automombile driver it is nevertheless one of the most crowded professions in the world in proportion to its size. Instead of the number of men who are anxious to make a living at the racing business diminishing, it is constantly increasing. Ralph de Palma, the chief of the Mercer racing team, who perhaps has won as many races as any other American pirm, believes that his business is one of the most exciting and profitable that he can think of.

"It was the lure of the excitement of

that he can think of.

'It was the lure of the excitement of a race and the glory that went to the victor that attraced the majority of old racing pilots into the game." said he, "but conditions have changed somewhat within recent years. Now it is the cash that the young man who enters the racing field is in search of, though it is only natural that he should also wish to share in the glory of victory.

"Races such as the 500 mile con-"Races such as the 500 mile con-

test at the indianapolis motor speed-way result in bringing more recruits into the racing game than any other. Gets Many Letters.

Gets Many Letters.

"Sometimes for eight or nine months in advance of this classic I am besieged with inquiries from ambitious youths from all sections of the country asking for instructions as to how they can become successful racing drivers.

"Since I have been at Trenton, N. J., superintending the construction and

"Since I have been at Trenton, N. J., superintending the construction and overhauling of our Mercer cars I have been in receipt of a number of letters from young fellows who want to know how to go about learning to handle racing cars and how to obtain a mount for the next 500 mile race. That they are embitious goes without saying, for from their letters one would think that all that was necessary for the prospective 'speed demons' was to walk in at the gate at Indianapolis and announce that they wanted to drive a car in the big race and a driver's contract would be forthcoming.

"It is the \$50,000 in prize money that is offered at Indianapolis for this yearly race that has this effect on the embryonic racing drivers. To win one of these races means the taking down of a prize of \$20,000, equal to a year's salary of many a bank president, and where is the youngster who would not take a chance for such returns?

"Until Goux, Guyot and the late Zucarrelli came over to compete in this race, foreign pilots had an idea that

Turns?

"Until Goux, Guyot and the inte Zucarrelli came over to compete in this race, foreign pilots had an idea that the \$59,990 in prizes for one race was a myth. When I was in France for the 1912 grand prix one of the prominent drivers there declared that he understood it was necessary to hill several of the spectators or some of the other drivers to secure such a large prize in America.

"With the reports that Goux has circulated since his return to Europe after winning the last race it is now more likely that a swarm of the foreigners will be seen in action here this year. However, their invasion will npt deter American recruits from entering into the racing ring."

Go to San Antonia.

De Palma and Spencer Wishart are now in San Antonio, Texas, for the races to be held there on November 20-22. De Palma is to drive the car with which he won the Cobe trophy division at the Eigin races last August. It is the same car which Wishart drove to second place in the recent 500 mile race at Indianapolis. Wishart will drive the machine which De Palma drove so creditably at track meets this season.

These two Mercer cars were the only entries actually nominated for the Vanderbilt cup race when the event was called off by the Savannah Automobile club because of lack of entries.

Instead of the road race the club

is to promote a track meet which is expected to be the bignest ever run in the south. Thus far it is said that 12 entries have been signed.

AUTO SALES WILL DOUBLE NEXT YEAR

Studebaker Man Says People Will Find a Way to Get Money, Even Though It Is Scarce.

That the volume of automobile sales in El Paso for 1914 will be double that of 1913 is the opinion of C. J. Pottberg, sales representative of the Studebaker corporation, who is here from his headquarters in Phoenix. inding several days with the local

"I know it is stated that money is tight, but the fact remains that peo-ple will find a way to get the money with which to buy automobiles, for automobiles have ceased to be regarded as a luxury and are now recognized in many quarters, as necessities. Delivery trucks, especially, are finding favor. Merchants find that auto delivery wagons are so rapid and so economical that it pays to discard the horses and wagons are so respectively. horses and wagons and substitute one or two automobiles. It will be found, also, that the volume of sales of pleas-ure cars will be far larger than many

ure cars will be far larger than many people anticipate.

On the subject of the auto delivery wagon, Pottberg cited the fact that his company has brought out a new wagon equipped with electric lights and electric self starter. The self starter is to promote economy, since there will be no occasion for a driver to levae the motor running while he is out of the car making deliveries. There is also a speed governor, designed to prevent irresponsible drivers from speeding.

MOTOR MANFACTURER HERE. W. S. Mend, vice president of the Chandler Motor Car company, of Cleveland, Ohlo, was in the city Friday. He called upon the Tri-State Motor company, which handles the Chandler output locally. Mr. Mead is on a southwestern tour, visiting the company's sales agents.

Mexican and Spanish Dishes
Served at the Sheldon Cafe.
50c Business Men's Luncheon, 50c,
served from 11 a. m. to 3 p. m.
Delicious French Pastry, 10c an order.
(Advertisement.)

THE SPEED KINGS Underinflation Cause of Most Of Motorists' Tire Troubles

portant as the other. One of these is an air cushion; the other is an envelop for retaining air under pressure and making this air cushion possible. This envelop is spoken of by the trade as the tire and as every motorist knows, consists of a casing and an inner tube; the casing to resist road wear and the tube to furnish an air tight inclosure for the air inside. The casing is made of rubber and fabric, and the tube of rubber. This mass of rubber and fabric construction will not sustain the weight of any car; it's the air cushion it retains, that supports the car's weight.

Naturally a sarger car will require more of an air cushion than a smaller and in the same way, a larger tire to carry this larger air cushion. A car of given size containing air under a given pressure.

Let us consider the result when the

Let us consider the result when the Let us consider the result when the tire does not centain proper air pressure. It has already been pointed out that the tire itself can't sustain weight but that this is the purpose of the air cushion inside. But when this air cushion consists of air under insufficient pressure, the tire is forced to sustain part of the weight itself, exactly in proportion to the deficiency in the air pressure, something it is not built to do.

The first result is that the weight

to do.

The first result is that the weight above being no longer properly sustained, flattens the tire out where it rests on the ground. Then, the car is put in motion, every part of the tire on reaching the bottom must assume this unnatural flattened shape. Each side must bend out and then back again at every revolution.

The body of the casing consists of several piles of fabric united as a whole by the rubber which has been vulcanized through and through. And when the side walls bend in and out because of under inflated condition these fabric layers do not unite their strength and act as a unit as they are meant to, but the unnatural bending makes one layer pull against the one next to it. They fall to reinforce each other as they should.

Continually pulling against each other, these fabric layers in time pull apart, separating from each other. The sama conditions which caused them to pull against each other now cause them to rub and chafe. This produces friction and heat. The different layers soon wear each other out, and so soon as some one place becomes too weak to sustain the inside air pressure, the tire gives way with a "blow jout"

The/tire manufacturer tries to make perfect casings and tubes. A perfect casing and tube is one of the factors of good tire service. The other factor is correct air pressure and this is up to the motorist.

to the motorist.

There are several kinds of the abuses, but as proper inflation is so vitally important, insufficient inflation is more damaging than anything else. The statistics compiled by all the leading tire manufacturers, indicate that more than 75 percent of tires that have gone out of service prematurely, did so because of insufficient inflation.

pneumatic tire consists of two things of which one is as important as the other. One of se is an air cushion; the other is envelop for retulning air under ssure and making this air cushion sible. This envelop is spoken of the trade as the tire and as every torist knows, consists of a casing an inner tube; the casing to resist d wear and the tube to furnish an tight inclosure for the air inside, casing is made of rubber and faband the tube of rubber, This mass subber and fabric construction will sustain the weight of any car; it's air cushion it retains, that supts the car's weight.

Another condition of the inside fabric is tun a while and then removed, it will be found that the fabric at the place it was rolled up into a ridge before, is now cracking and beginning to break. In this condition it is soon rendy to give way.

Another condition of the inside fabric. Underinflation produced at the place it was rolled up into a ridge before, is now cracking and beginning to break. In this condition it is soon rendy to give way.

Another condition of the inside fabric. Underinflation separates the fabric layers and the inside of the inside of the treation the lower part of the side wall on the loade of the inside of the casing. This is before the ire is ready to give away completely. After a tire with separated fabric is run a while and then removed, it will be found that the fabric at the place it was rolled up into a ridge before, is now cracking and beginning to break. In this condition it is soon ready to give way.

Another condition of the inside, Underinflation produces a little roll right in front of the point of contact with the ground which in time tends to separate the tread.

In the case of a clincher tire, underinflation used to a ridge before, is now cracking and beginning to break. In this condition it is soon ready to give way.

Another condition of the inside, Underinflation produces a little roll right in front of the point of contact with the ground which in time tends to separate the tread.

In the

of the tire.

It will be interesting to know how to determine the right pressure. Use 20 pounds for every inch of width. For example, use 60 pounds in a tire 3 inches wide, 70 pounds in a 3 1-2

inch tire, 80 pounds in a 4 inch tire, etc. As underinfiation is such a univers-As underinfiation is such a universal cause of trouble, it develops that the reason the average motorist does not give the air pressure in his tires the attention he should is because he

the attention he should, is because he does not realize its importance.

In addition to pointing out the danger of underinfiation it is necessary to show how to guard against it. There are two precautions the motorist can take which will do this; one is to inflate the tire properly at first and the other is to add to the tire every few days enough air to balance what has been lost in the meantime. No tire is absolutely air tight so it should be inflated every few days. To be sure of the proper pressure, the motorist should use a pressure gage A number of reliable and inexpensive gages are on the market which will pay for themselves several times in reducing tire expense.

To summarize then, an analysis of

reducing tire expense.

To summarize then, an analysis of the causes of deficient tire service by the leading tire manufacturers, shows that in over 75 percent of the cases, underinflation is responsible. Underinflation ruin can be avoided by observing the following rule. Cut this out and carry it in your pocket or paste it up in your garage. Keep tires inflated according to the following:

2 1-2 inch. ... 50 lbs. 3 inch60 lbs.
3 1-2 inch70 lbs.
4 inch30 lbs.
4 1-2 inch90 lbs.
5 inch100 fbs.
5 1-2 inch110 lbs.
6 inch120 lbs.

There are several kinds of the buses, but as proper inflation is so itally important, insufficient inflation is more damaging than anything else. The statistics compiled by all he leading the manufacturera indicate that more than 75 percent of tires have gone out of service premanuely, did so because of insufficient affation.

There are several indications of un-

Need For National Commission To Plan and Work For Highways

ECENT spants foresholder in the 2 Donde" sounds wall but federal sid K near future, the national commission of experts to study the whole subject of good roads tional government can take part in road building.

road building.

Among the resolutions adopted by the American Road congress at Detroit was one requesting congress to authorize the president of the United States to appoint a commission from civil life, with a sufficient appropriation to make a thorough and exhaustive report on and to recommend a system of federal ajd."

Highway commissioners, engineers,

federal ajd."

Highway commissioners, engineers, legislators, and good roads men generally are becoming convinced that it would be unwise for the government to commit itself to any road building plan on a large scale without first availing itself of the results of careful study by such a commission. Any plan to be effective must involve a large expenditure of money, and many plan to be effective must involve a large expenditure of money, and many of the aspects of the subject are so technical that it cannot properly be considered at first by a congressional committee. The great national irrigation projects, the Sault Sainte Marie canal, the vast river and harbor improvements of the nation, and finally the Panama canal—all called for special expert commissions. How much greater the need if the nation is to build roads! On the wisdom of its plan will depend the usefulness of its roads.

Advocates of a national highway system built and maintained entirely by the government will regret that the Detroit resolution limited the activities of the proposed commission to securing "federal aid," but all will approve of another resolution that was adopted at the same time. This stated "that the American road congress favors the establishment of a national road system, and favors the construcroad system, and favors the construc-tion by the states, fountles, and towns of the lateral and connecting market

highways."

That is exactly the plan which the National Highways association is working for, and on which in all probability the proposed commission will ultimately decide. Given national trunk lines, the states cannot afford to delay and will not delay improving the inter-county roads that connect with them; the counties cannot afford not to improve the inter-town roads that connect with the state systems, and the towns cannot afford not to improve the local farm and market roads that connect with the state systems.

The cry of "Federal Aid for Farm.

Roads' sounds well, but rederal and on a scale large enough to take care of a million or more miles or farm roads is obviously out of the question, and if the farmers wait for results from it most of them will "die in the mud." A system of 50,000 or 100,000 mud." A system of 50,000 or 100,000 miles of national highways, similar to that advocated by the National Highways association. will bring good roads to the farmers far more quickly.

Good roads eliminate distances and put the people in closer touch with each other.

Saturday and Sunday, 50 clear Havana clears, 10c size, Special box price, \$3.00, Hotel Sheldon Cigar Stand. (Advertisement)

The Zeiger dining room is now open until 12 oclock each night for theater parties, etc. Entrance through the obby.-Advertisement.

A town surrounded with bad roads is losing trade and standing every day. How about some red fence? We have just unloaded a car, Lander Lumber Co,—Advertisement.

A few hundred windows and odd sash at a big saving to you. Lander Lumber Co.-Advertisement.

Rinehart Heads Auto Club; New Board of Directors

Election of Officers Follows Passage of Various Resolutions of Thanks, Discussion of Work Done in the Past Year, and Decision to Issue Cards Which Members Can Use as Bonds if They Are Arrested For Violating Traffic Laws.

over.

Mr. Stevens said he thought the work accomplished had in a large measure been of material benefit to all El Paso. He suggested a good roads day, when all automobilists would go out and put in a day repairing roads.

out and put in a day repairing roads,

Advetrising From Bace,

R. H. Rinehart reported on the Phoenix race and sold the newspaper advertising for El Paso and the Borderiand route, gained in northern, eastern, southern and western publications—all over the United States—had been more than the city could have bought for \$4000, yet El Paso had only contibuted \$1000 for it all. He estimated that the advertising given the Borderland route would bring more that a hundred cars this way within a year.

Thanks to Race Committee.

Baum, 450; Sheldon hotel, \$10, A resolution of thanks was also fen-dered to Gen, Hugh L. Scott, sheriff Peyton J. Edwards, mayor C. E. Kelly and police chief I. N. Davis for assist-ance given in keeping the course clear the morning the race was started from

the morning the race was started from taso.

President Stevens reported that the club was somewhat behind on finances, and D. C. Booth, local manager of the Magnolis Oil Co., on behalf of the company, donated \$25 to the club. Mr. Booth is the only oil dealer in El Paso who is a member of the club.

To Isane Membership Cards.

The club decided to have membership cards printed, bearing the owner's name and membership number and the number of his car, for identification purposes, the cards also to serve as a bond for any member arrested for violating any traffic ordinances. The

bond for any member arrested for vio-lating any traffic ordinances. The member will merely have to deliver his eard to the policeman making the ar-rest and will be relieved of further trouble. He must appear at the sta-tion to answer the charge before he can recover his card. This system is followed in most cities and often saves an automobilist a good deal of trobule. Good Road Out of Clint. D. C. Booth reported a good road from Clint, out an outo the mesa, in

D. C. Booth reported a good road from Clint, out up onto the mesa, in the direction of Sierra Blaco and said this was now the hest route to Sierra
Hanca, better than by way of Hueco.
It has recently been dragged and president Etevens has ordered signs sent
Hudson cars is also en route.

LECTION of officers of the El Paso.
Automobile club, at a meeting in the chamber of commerce Friday evening, resulted in the following being chosen to serve for the ensuing year:
President—Fred Woodworth.
Secretary-treasurer—G. A. Martin (temporarity, pending plans to secure a married secretary).
Board of directors, Geo. R. LeBaron, Dr. Harry Safford, W. J. Rand, W. T. Lawson, C. B. Stevens, D. C. Booth, J. W. Stockard and J. T. Fletcher, President C. B. Stevens and secretary J. D. Bukey were both nominated for re-election, but refused to remain in office again,

Work Accomplished.

President Stevens, in making his report for the year, spoke of the things the club had accomplished, including the El Paso-Phoenix race, the reconstruction of the Hueco road, the work it had done in connection with Arizona and New Mexico towns in putting the Borderland route in shape and advertising it; the work done in bringing car thieves to justice, and the decrease in the amount of glass found upon the roads and streets since the cunviction of persons caught throwing glass where it could be run over.

Mr. Stevens said he thought the work accomplished had in a large measure been of material henefit to all El Paso. He suggested a good roads day, when all automobilists would gout and put in a day repairing roads,

TARIFF NOT TO AFFECT PRICES

Schedule Shows That New Duty Will Not Resince Cost of

Anyone who thinks that the new tariff is going to make any great amount of difference in the 1914 cars is very much mistaken, says "Motor Life."

tributed \$1000 for it all. He satimated that the advertising given the Borderland route would bring more that a hundred cars this way within a year. Thanks to Race Committee.

The club passed a resolution of thanks to president Stevens secretary Bukey, Mr. Rinehart. W. J. Rand, Geo. R. LeBaron and G. A. Martin, the committee in charge of the race, for their work, giving special mention to Mr. Rinehart.

Mr. Stevens read a resolution of thanks to the same committee from the Warren District Auto club for the successful manner in which the race was conducted, and expressing the hope that next year's race would be the biggest thing on the continent.

The club passed a vote of thanks to those who contributed to the fund offered by El Paso as its share of the race, This fund was made up as follows: Chamber of commerce, \$500: El Paso Rubber Co., \$10; Richardson Motor Co., \$10; Stockard & Church, \$25; El Paso Rubber Co., \$35; C. D. Freeman, \$25; Aber-Clements Auto Supply Co., \$25; Perry-Kirkpatrick Co., \$25; El Paso Rubber Co., \$30; Richardson Motor Co., \$10; Stockard & Church, \$25; El Paso Rubber Co., \$35; C. D. Freeman, \$25; Aber-Clements Auto Supply Co., \$25; Perry-Kirkpatrick Co., \$25; El Paso Rubber Co., \$30; Richardson Motor Co., \$10; Stockard & Church, \$25; El Paso Rubber Co., \$30; Richardson Motor Co., \$10; Stockard & Church, \$25; El Paso Rubber Co., \$35; C. D. Freeman, \$25; Aber-Clements Auto Supply Co., \$25; Perry-Kirkpatrick Co., \$25; El Paso Rubber Co., \$30; Richardson Motor Co., \$10; Stockard & Church, \$25; El Paso Rubber Co., \$30; Richardson Motor Co., \$10; Stockard & Church, \$25; El Paso Rubber Co., \$30; Richardson Motor Co., \$10; Stockard & Church, \$25; El Paso Rubber Co., \$30; Richardson Motor Co., \$10; Stockard & Church, \$25; El Paso Rubber Co., \$30; Richardson Motor Co., \$10; Stockard & Church, \$25; El Paso Rubber Co., \$30; Richardson Motor Co., \$10; Stockard & Church, \$25; El Paso Rubber Co., \$30; Richardson Motor Co., \$10; Stockard & Church, \$25; El Paso Rubber Co., \$30; Richardson Motor Co., \$10; too late to be taken advantage of for the 1914 models. The present outlook is that the new tariff will have no effect whatever on the price of the

MANY NEW AUTOS FOR LOCAL DEALERS

Confidence in the Future Is Exhibited by Local Distributors in Large
Orders They Have Placed.
Arrivals of carload shipments of automobiles this week and those scheduled for next week show the confidence of El Paso dealers in a winter
of strong sales.
The Cadillac agency received a carload of machines Thursday and unloaded it Friday. It contained two
cars, a seven passenger and a five
passenger car, representing the best

passenger car, representing the best of the Cadillac 1914 models. The Richardson Motor Car company

is unloading a carload of three Stude-bakers, and the Tri-State Motor com-pany unloaded a car of Fords Friday.

The Neff-Stiles company has a carload of Chase trucks and a carload of Reo tourers due to arrive next week. The International Auto company has three carloads of Bulcks on the road. A carload of Abbot-Detroits and one of Hudson cars is also account.



Start on 4000 Mile Journey -:|:- -:|:- -:|:- -:|:-Will Live In House on Wheels

is San Bernardina, California, but they intend to make an extended journey through the states of the south and southwest before reaching that city, coming by way of El Paso.

The entire trip will be made in their automobile, which is large enough for Mr. and Mrs. Gridley to live in while on route. The auto besides carrying the couple's instruments is furnished with davenports, chairs, a table, and all of the furniture of an ordinary living room.

all of the furniture of an ordinary living room.

The car has been built like a big moving van instead of after the usual form of automobile.

It is illuminated with electric lights, the current being furnished by a battery in order that the builts can be lightly than the angine is not more than the servine or the servine in the servine is not more than the servine is not served.

Traveling in their "house on wheels."
Mr. and Mrs. Lee R. Gridley, musicians, left Fond du Lac, Wis., Monday for a 4900 mile trip. Their destination is San Bernardina, California, but they intend to well-a complete the complete the room; at other times, a small alcohol lamp is all the heating apparatus necessary.

alcohol lump is all the heating apparatus necessary.

From Fon du Lac Mr. and Mrs. Gridley will travel through Illinois, Iowa and northwestern Missouri, and then through Kansas as far as Wichita. From that city they will go southward through Oklahoma into Texas.

From El Paso to Phoenix, Mr. and Mrs. Gridley will travel over the same route used on the recent El Paso-Phoenix race. From Phoenix same route used on the recent El Paso-Phoenix race. From Phoenix they will go to San Diego and Los Angeles. They expect to reach San Bernardino early in March and will spend several weeks there.

Mr. and Mrs. Gridley will give entertaluments in the various cities through which they pass. They intend to return to Fond du Lac next summes